HASSAN DIVISION.

Advertisement, dated the 21st December 1894.

Tenders are hereby invited for improving the Dudda-Arsikere Road.

2. The plans, estimates, schedule of rates and conditions may be seen at the Executive Engineer's office between the hours of 11 A. M. to 4 P. M. daily.

3. Printed forms of tender will be supplied on application, free of cost, by the Executive Engineer. These forms should be filled in, signed by the contractor, and forwarded in sealed covers to the Executive Engineer before the 20th January 1895. The work should be completed by the end of June 1896.

4. The final acceptance of any tender will rest with the Chief Engineer, who does not bind himself to accept the lowest or any tender or to assign any reason whatever for the rejection of any tender.

5. No tenders will be received unless accompanied by a deposit of Rs. 200 as earnest money.

6. Within eight days of the acceptance of the tender, the contractor will be required to execute the usual contract bond; in default of which, his tender will be considered cancelled, and his earnest money will be taken to meet any loss that may be sustained by Government.

7. The name of the contractor whose tender has been accepted will be posted on the notice board in the Executive Engineer's office in due course. No enquiries respecting the acceptance or rejection of a tender will receive any reply whatever.

8. On acceptance of one of the tenders, the earnest money on rejected tenders will be returned to applicants in due course.

9. An approximate estimate of quantities of items of work required is given below. These quantities are not guaranteed.

Items.	*Per.*	*Quantity.*
Cutting	C. Yds.	3,411
Filling	Do	3,243
Picking out loose metal and stones on the road surface	Lump sum	Rupees.
Cutting rocky soil	C. Yds.	4,623
Blasting rock	Do	100
Earthwork	Do	7,142
Jungle clearing	Lump sum	Rupees.
New mile and furlong stones	Lump sum	Rupees.
Constructing tunnels—		
$\frac{2}{4}$ mile 1 vent, 3′ × 3′ rough stone dry	Lump sum	Rupees.
$\frac{2}{5}$ ditto 6 × 4 ditto	Do	
$\frac{1}{6}$ ditto 6 × 4 ditto	Do	
$\frac{2}{7}$ ditto 3 × 2 ditto	Do	
$\frac{1}{7}$ ditto 3 × 2 ditto	Do	
$\frac{1}{8}$ ditto 3 × 2 ditto	Do	
$\frac{2}{8}$ ditto 3 × 2 ditto	Do	
$\frac{3}{12}$ ditto 3 × 3 ditto	Do	
On Diversion No. I—		
$\frac{3}{9}$ reconstruction 4 × 4 1 vent, 5 × 5 burnt stone masonry	Do	
$\frac{4}{9}$ reconstruction 1½ × 1½ 1 vent, 3 × 3 rough stone dry	Do	
$\frac{2}{9}$ reconstruction new tunnel 1 vent, 3′ × 3′ rough stone dry	Do	
On Diversion No. II—		
$\frac{1}{10}$ new tunnel 3′ × 3′ rough stone stone dry	Do	
$\frac{1}{10}$ ditto ditto	Do	
$\frac{3}{10}$ ditto ditto	Do	
$\frac{4}{10}$ new tunnel 2 vents, 5′ × 5′ burnt stone masonry	Do	
Consolidation of materials—		
Picking and forming road surface	Sq. Yds.	24,420
Spreading and consolidating metal	C. Yds.	2,970
Ditto ditto gravel	Do	1,170
Collecting and spreading sand	Do	72
Earthwork	Do	660

A. S. NAGAVKAR, *Executive Engineer.*